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(1 Eference:	)		_			and and increase and symmetry ages with the provincing retainment to be still the
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<u> </u>						25X <sup>2</sup>
] ɔ.。 [	and 1 bus were pio	ked up by vari	ous Soviet un		trucks, 15 or vehicle i	
<1 [		in Zeesen. (1)				
X1						
2。	On 16 February, a	train loaded w	ith 60 new ZE	s trucks arriv	ed at the de	epot. The
	trucks were intedigroups of five vel	.atoly taken ov nicles. In late	er by troop w February, the	nits, and then ese trucks wer	were drive e again par	n off in ked at the
	depot, while their	drivers proba	bly returned	to their milit	ary posts by	y rail,
	Prior to 1 March, the depot. The nu					
	early Harch. The			*		***
	were apparently no spare tires of ea	ch truck were m	ounted between	n the drivers	cab and the	body of those
•	<b>vehicle,</b> whereas the body of the t	the trucks buil	lt in Gormany 1	have their spa	ro tires no	unted under
44	Frankfurt/Oder-Ke	tschendorf-Fuor	stermalde-loc	aigswuste <b>r</b> haus	en.	
(1 [		s wore allegedl			· L	(3)
3.	Major Hakarov (fn Major Grasnenko (	:) left the dep fnu). who arriv	ot on 10 Here! Ted from the m	hallegedly in otor vehicle r	order to g	o on leave.
•	weide, acted as h	is deputy. Oras	snenko impedia	tely tried to	determine ti	lie
	efficiency of the production quota	repair shop. H could be raised	e particularly by the d <b>eliv</b>	y wanted to li ory of new mac	.nc. out whet hinery. On	hor the S and 9
	February, two off administration of	icers who had a	rrived by sed		inspected t	
	About mid-February			at reduced the	mages for	a <b>or</b> k
	performed on Stude	ebaker <b>ve</b> hic <b>l</b> es	s by about 50	ercent. There	upon the wo	rkers
	refused to contin				u vwo elect	ricians
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resigned immediately. In late February, the difficulties created by the wage cuts were to be settled by a trade union commission from Potsdam. As the conmission left the repair shop without accomplishing its mission, the production of Studebaker trucks at the repair shop has come to a standstill. Workers of the installation were informed by the Jerman Labor exchange that they could find work with the ABUS plant if they were given notice by the motor vehicle repair shop. The ABUS plant at present has a work force of 3,000 men. (5)  5. On 16, 18, 25 and 28 February, 138 trucks arrived by rail at the installation these trucks game from moscow.  Fig. 5. On 16, 18, 25 and 28 February and that other such shipments	1,0
these trucks game from Loscow. The set trucks game from the control of the contro	1.0
were expected in Meason, the portinent shipping papers bore the inseription	
"Ketschendorf-Frankfurt/Oder-Zeesen, The volubles were new three-axle ZIS trucks had 10 tires and were provided with two space tires. The hoods of the vehicles were scaled, and the driver's cabs were locked. The trucks were parked at the installation and guarded by beviet	25X1
25X1 soldiers. of Commany, 22 were detached in Reconstructorhausen and forward	od.
to Potsdam. (3) Notors which had been overhanded in Oborschoeneweide and arrived in Teesen during the period from 2 February through 1 Tarch included 75 Ford, 56 Chevrolet, 51 Studebolter and 13 ZIF motors. Old motors turned in for general overhaul by various Soviet units included 37 Chevrolet. 29 Ford and 13 ZIS motors. (6)	25X1
25X1	
	•
	med
These tracks picked up the same number and types of motors which they had to in at the installation. Fix jeeps which had undergone a general overhaul in Oberschoeneweide also arrived at the repair shop during the period under rev	iow.
in at the installation. Six jeeps which had undergone a general overhaud in Oberschoeneweide also arrived at the repair shop during the period under rev	iow.
in at the installation. Six jeeps which had undergone a general overhaul in Oberschoeneweide also arrived at the repair shop during the period under rev	iow,
in at the installation. Six jeeps which had undergone a general overhaul in Oberschoeneweide also arrived at the repair shop during the period under rev	io»,

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Approved For Release 2006/08/08: CIA-RDP82-00457R012000330002-4 SECURITY INFORMATION

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					6.	
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		<b>—</b> (2)				
Equipment picke	d up at the ins	stallation du	ring de re	p <b>orte</b> d por	iod include	d:
a. 148 trucks	and tank trucks	which had w	ndergone ge	neral repa	ir. Trucks	observed
with the de	tachments picki	ing up these t	vohi.cles			
b. nine chassi	s to be used fo	or repair shor	(2	) hich were	sort to Obo	2°
schoeneweid	.e <sub>9</sub>			l <sub>4</sub> .	jeens sched	vled
to be overh overhauled	au <del>led in operso</del>	choenewelde;	I Jeop which	h had been	thoroughly	
belongs; 2	at the installa					
		wh	nich were t	o be sent	to Oberscho	<u>enevo</u> ide
for complet which were	buses [ ion and 3 repai	wh ir shop trucks	nich vere t	o be sent	to Oberscho	enewcide
which were co a total of	buses	whir shop trucks I to troop uni evrolet, 45 ZI	iich vere t 	o be sent :	to Oberscho	

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## Approved For Release 2006/08/08 : CIA-RDP82-00457R012000330002-4

SECURITY INFORMATION

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25X1

- 9. As not very many damaged motor vehicles arrived at the installation during the period under review, the backles of trucks avaiting repair dropped to about 60 to 80. In February, a total of 136 trucks including 60 Ford trucks were thoroughly overlauded at the installation. (1)
- 10. In connection with the recent wage cuts and the lack of work at the installation, 50 workers employed on a piece work basis resigned, while another 30 workers gave notice. The Soviet plant management refused to let some specialists go. (5)
- 11. On 1 March, Captain Smirnov (fnu) proceeded in jeep \_\_\_\_\_\_\_ to a tank unit stationed in a camp in a woods near Jenthin in order to settle a complaint on tank trucks previously delivered by the repair shop.

25X1

25X1 Comments.

25X1

25X1

(1) The decline in the output of the 53d Central Repair Shop, which is caused by seasonal reasins, was contented on previously.

25X1

(3) The arrival of a sizable number of new motor vehicles from the U.S.S.A. or a satellite country has been observed for the first time after a prolonged period. The data contained in this paragraph are correct, as some of the vehicles concerned were previously observed an entering the Excitations via Frankfurt/Oder.

The 25X1 dispatch of these vehicles via Frankfurt/Oder indicates that they were manufactured in the U.S.S.R.

(h) Hajor Hakarov and Captain Smirnov were previously known and were as igned to the Zeesen motor vehicle repair shop. Hajor Grasnenko is reported for the first time.

(5) The Zeesen rejair shop is the only Soviet supply installation from which open opposition on the side of the workers against measures of the Soviet plant management was reported. It may be that these workers live in the western sector of Berlin and thus enjoy greater independence.

(6) These deliveries of damaged notor vehicles and motors of U.S. type, which have been observed for a long time, indicate that boviet troop units still use many foreign motor vehicles, presumably delivered under the lend and lease agreement. The systematic equipment of troop units with repair shop trucks is a further proof of the heavy repair requirements of motor vehicles used by the Russians.

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